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RESTORATION TIP
Just Whistle!

TOP DEAD CENTER INDICATOR

If you use a whistler tool to find top dead center (they consist of a hose with a male fitting on one end that screws into #1 spark plug hole [timing plug] and the other end of the hose has the whistle), you turn the engine over, and just as the tool stops whistling you have "TDC." Most whistlers only fit 14 mm plugs or larger. Adapters to screw onto the 14 mm hose reduce down to a 10 mm male to fit into Packard straight 8's. These are available online.



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C O R D

STUDEBAKER
 President Eight ★ Commander Six
 1941

(Continued from Page 11)



FIG. 5. Disassembled view of synchromesh transmission. 1—clutch-gear bearing retainer; 2—bearing-retainer gasket; 3—bearing snap ring; 4—bearing nut and oil slinger; 5—clutch-gear bearing; 6—clutch gear; 7—mainshaft pilot-needle bearings; 8—mainshaft; 9—second-speed gear; 10—gear thrust washer; 11—transmission case; 12—mainshaft rear bearing; 13—bearing snap ring; 14—speedometer drive-gear spacer; 15—speedometer drive gear; 16—universal-joint spacer; 17—rear-bearing support gasket; 18—rear-bearing support; 19—synchronizer ring; 20—synchronizer ring snap ring; 21—synchronizer drum; 22—first-and-reverse gear; 23—transmission cover gasket; 24—speedometer driven gear; 25—countershaft; 26—counter-gear thrust washer; 27—counter-gear assembly; 28—reverse-idler shaft lockpin; 29—reverse-idler gear; 30—reverse-idler-gear thrust washer; 31—reverse-idler gear; 32—expansion plug; 33—shifter-interlock retainer-stud washer; 34—shifter-interlock stud nut; 35—shifter-interlock retainer; 36—shifter-interlock retainer stud; 37—shifter-interlock shaft; 38—second-and-third shifter fork; 39—first-and-reverse shifter fork; 40—shifter-fork detent spring; 41—shifter-fork detent ball; 42—transmission cover; 43—shifter-shaft lever

guards on the rear fenders. I have optional fender skirts and here's my favorite part—the fastback! Mine has the chrome rear fender toppers that go along to meet the vertical tail lights. Then the bumpers wrap around and have two vertical guards. The trunk has a horizontal chrome handle with a Blue bow tie in the middle and a lock centered beneath it."

"I like it," Pop said. "Let's look at the interior."

Joe opened the door and said, "It's mostly original and what's not, I carefully matched, Grey top of dash with light Grey inset. Two round gauges, on the left a gauge cluster and speedometer on the right with ribbed stainless detail in between them. Beneath is a push start button on left, and the headlight knob. There is a column 3 speed shift with light and dark Grey steering wheel with a center round horn button with Blue bow tie surrounded by a circular horn ring. The emergency brake is to the right of the steering wheel with vertical chrome bars above the radio and wind up clock center of the dash above the chrome bars. On the far right is a locked glove box. Under the speedometer is the ignition key and choke.

"My car had a Black rubber mat in the front and carpet on the rear floor board that I have replaced. The seats are a Blue Grey with a Dark Blue stripe and Dark Grey seat caps, (very close to '49 Buick Roadmasters), Grey door panels, same as the back seat with small arm rests on each side, and a tan cloth headliner."

"Very nice!" Pop said. "What problem are you having today?" he asked.

"It's in the transmission. It's slipping out of high gear!"

"Have you done any clutch work that might have left the transmission loose on the clutch housings. What have you checked?" Pop asked.

"I checked for dirt between the transmission case and clutch housing, misalignment of the transmission, clutch gear bearing retainer broken or loose, damaged pilot bearing, the shifter lock spring wasn't weak, but the clutch gear or second and third speed clutch was not quite matched!"

"Do you know how to fix that?" Pop asked.

Do you?

(Answer on Page One)

SUSPENSION FUNDAMENTALS

My Experience Is...

by Joe Rabelskie



*From 2007, a tribute to our old friend and restorer, Joe Rabelskie

One of the most widely overlooked and misunderstood aspects of a total restoration is the suspension. It can not only affect how straight your car drives, but it can also affect your brakes, ease of steering, stability and tire wear.

When you're going through the front end, it is important to check every part. It is a mistake to think that parts with borderline wear are acceptable. Although your front end can be aligned standing still, just a couple of slightly worn parts can change the geometry of the wheels as you drive.

Before attempting to have a front end aligned, there are several parts that should be checked and repaired if necessary. Wheel bearings should always be checked and repacked with the proper grease. If worn out, the bearings should be replaced and the races should be knocked out and new ones pressed back in. Ball joints, control arm bushings, tie rod ends, and basically any parts that move should be checked and lubed. When changing adjustable parts, care should be taken to see that they go back as close to the way they came off as possible (such as counting the revolutions it takes to remove a tie rod, and turning them back in the same amount of threads).

There is even a specification for ride height. The manufacturer supplies height specs at specific points on the vehicle. This is probably the most overlooked adjustment of all. Although ride height does not have an angle adjustment of its own, it can affect other angles and, if incorrect, the springs should be changed before attempting an alignment.

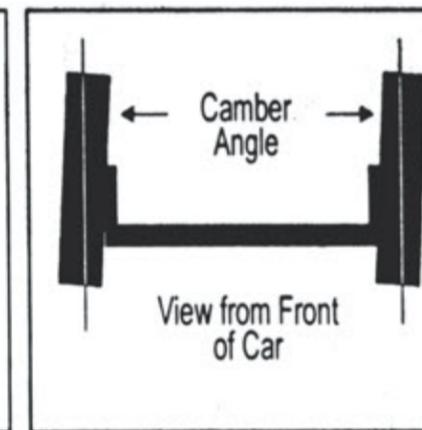
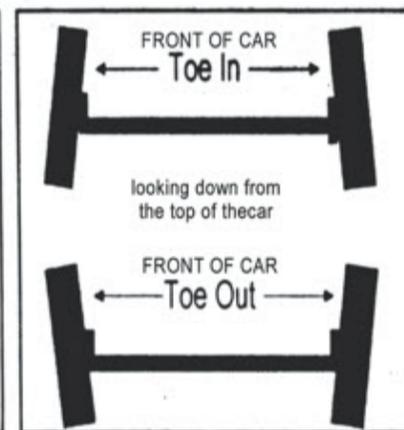
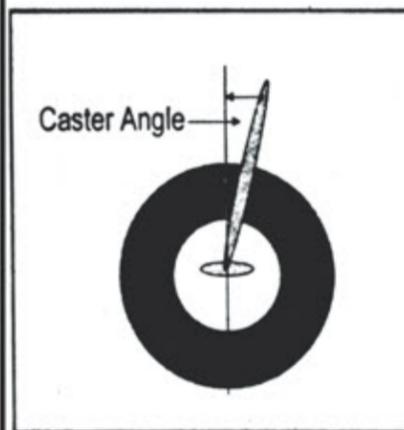
Once all the parts are in good shape, greased, and tires properly inflated, it is time to have your front end aligned. There are a few terms to know before bringing your car in for an alignment:

CAMBER is the vertical angle at which the tire rides as viewed from the front. If the camber is off, the tire will wear out either on the inside or the outside of the tire, depending upon whether there is negative or positive camber.

TOE is the angle of the tires as viewed from the top. Toe-in is when the front of both tires are facing inward, and Toe-out is when the front of both tires are facing outward. Either one of these conditions will cause the whole tire to wear out quickly. Zero toe is when both tires are straight (this is achieved with proper tie rod adjustment).

CASTER is the angle of the wheel as viewed from the side of the car. This adjustment can make the car steer easier or harder, depending on the angle.

Whenever you're doing a restoration, the suspension is something that should not be overlooked; there's just too much riding on the front end.





the Beautiful Chrysler

One of our owners recently said, "If a man, or a woman will drive a Chrysler with Fluid Drive for one thousand miles, in traffic and out on the open road, he or she will never be satisfied with anything *but* a Chrysler."

That statement is, to those of us who engineer, build, and sell Chrysler cars, a remark that warms the cockles of our hearts, and, from what Chrysler owners and Chrysler Dealers tell us, it is deeply gratifying to believe that it is not flattery—but fact.

Chrysler Owners know why Chrysler cars are so easy to drive—why they are so safe—so surefooted—such a pleasure to own. Likewise, Chrysler Owners know the fine engineering; the fine materials; and the quality craftsmanship which enabled Chrysler cars to weather the long hard years of the War, and come smiling through with such an incomparably brilliant record for performance, economy, and the ability to take the hard going in their stride.

Every day, you will see 1941 and 1942 Chryslers that have the style, and beauty, the get-up-and-go of any of the post-war cars today. Also, you will see much older Chryslers, dating way back; cars with literally hundreds of thousands of miles to their credit—one, of record, has gone more than one million miles, and is still in service!

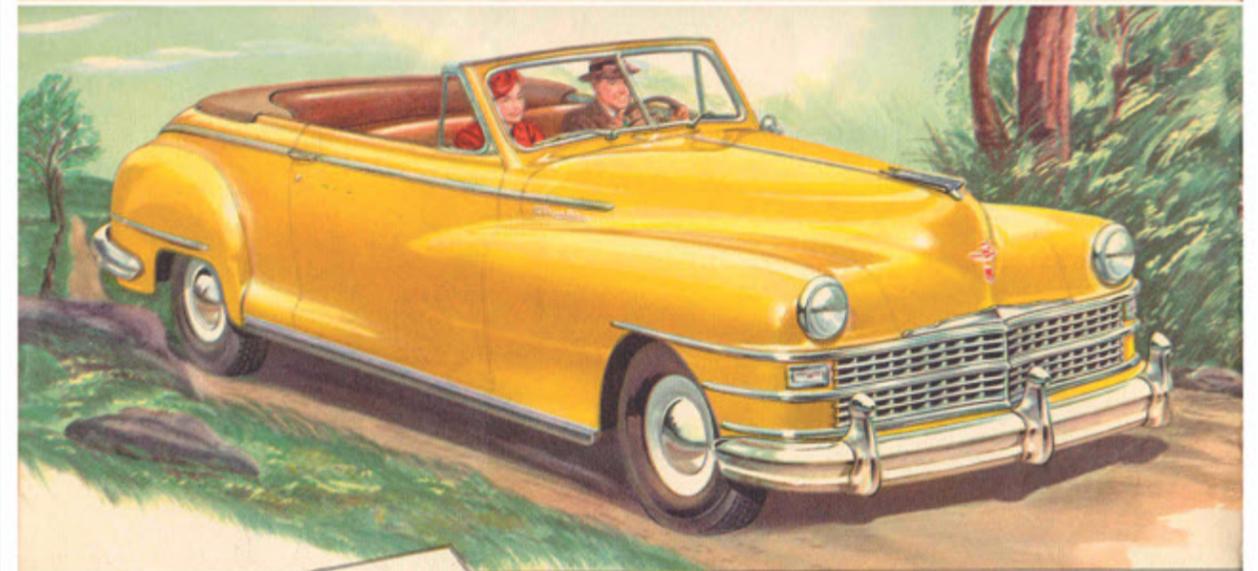
You will also find, and probably you know, Chrysler Owners who have turned down new cars of other makes, preferring to keep their old car until they can get another Chrysler with gýrol Fluid Drive.

If you have never driven a Chrysler, we believe you will enjoy the experience. And we think it will take *much less* than a thousand miles to make you want to own a Chrysler!



Quite naturally, the luxurious, tastefully-appointed interiors of Chrysler Cars hold a special appeal for the feminine motorist, but men, too, are appreciative of this rich beauty, which, to them, is a plus value, something extra that enhances the fine engineering and the fine performance of the Chrysler engine and chassis.

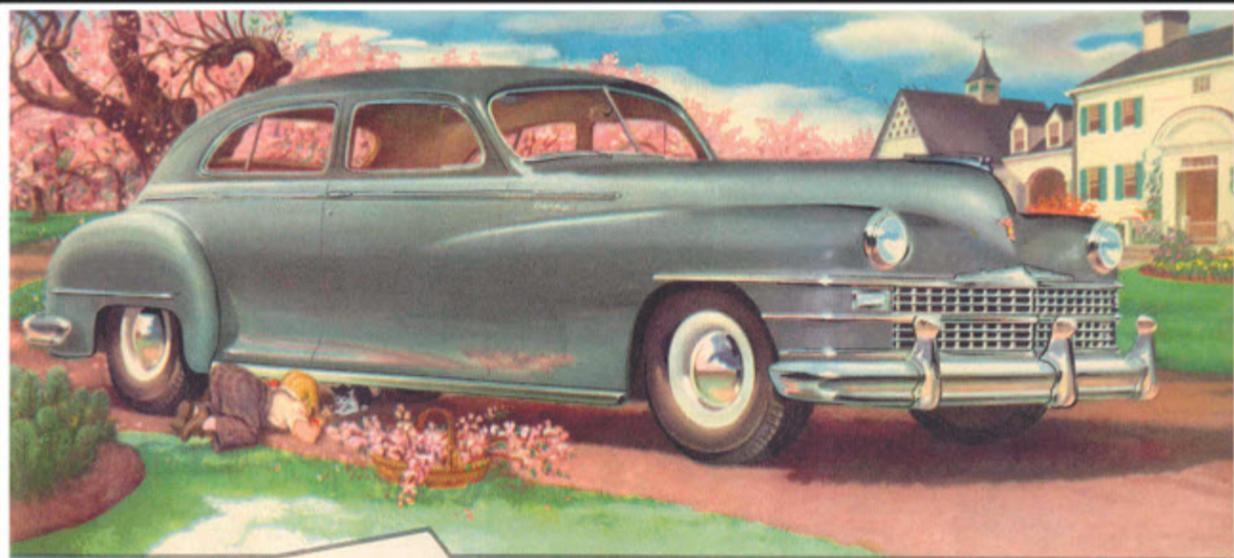
It is the combination of both types of appeal that makes the Chrysler car such a thrilling car to own and drive—such a sound investment in so many ways.



THE Convertible Coupe

Expect to be looked at—admired—and envied when you get behind the wheel of a beautiful Chrysler Convertible, because here is a car that youthful and mature motorists alike would like to own.

There is grace, beauty, and charm in its long, low, symmetrical lines. And under the hood is one of the fleetest and sweetest engines you ever drove—smooth as velvet—at a snail's pace or at the speed of the wind.



THE
Luxury Brougham

Just as a matter of record—on what other car, at any price, will you find such engineering and design features as gýrol Fluid Drive; Hydraulically-Operated Transmission; Full-Flow Oil Filter; Safety-Rim Wheels; Safeguard Hydraulic Brakes; Superfinished Parts; the beautiful, long-lived, lustrous Baked Enamel Finish; and many other features that deserve your inspection and consideration—if you are looking for something much more than mere transportation?



THE
Club Coupe

Perhaps you, too, have noticed how many Chrysler cars you see with a woman at the wheel—serenely confident—justifiably proud—enjoying every minute of it.

Fluid Drive is one of the reasons for this feminine preference, because there is no chance of clashing gears—no annoyance of forever shifting gears in traffic—nothing to worry about. With Fluid Drive, you shift to High and drive all day long, if you choose, without ever touching the gear-shift lever, which is but one of the advantages of Chrysler gýrol Fluid Drive with Hydraulically-Operated Transmission.



THE
4 Door Sedan

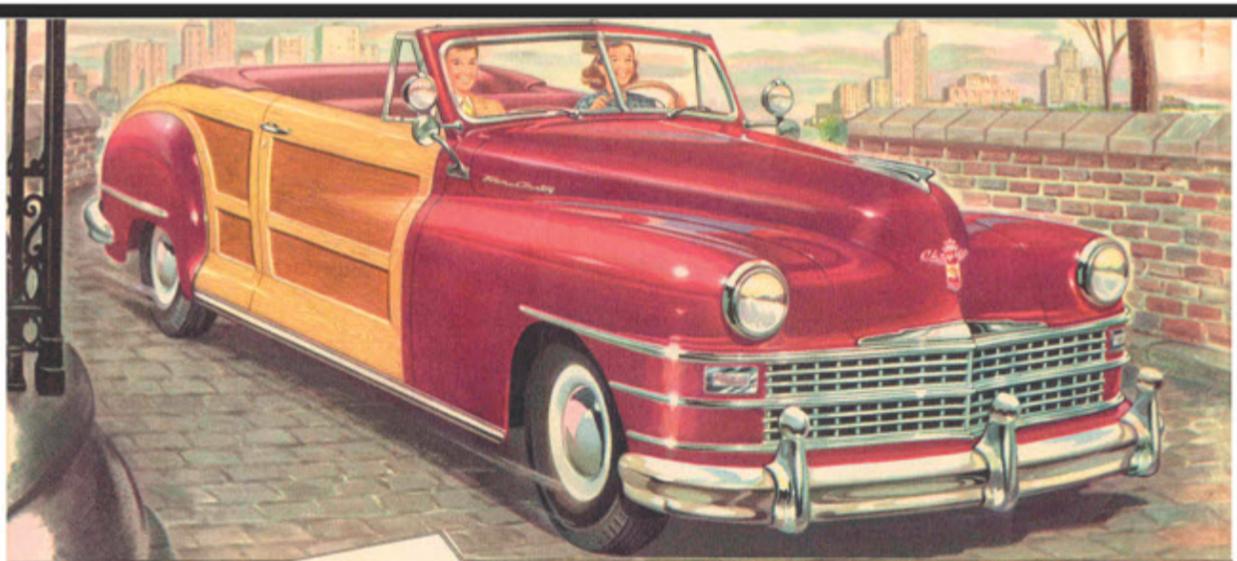
One of the most thoroughly appreciated qualities of a Chrysler is that it is just as much at home out in the wilds where the going is tough as it is on Fifth Avenue. It has style and smartness—a distinctive individuality and beauty that are characteristically Chrysler. And, underneath this beauty, are an engineering excellence, superior craftsmanship, and an inherent ability to perform that make it a *fine possession* that looks *the part*. More and more each year, discriminating persons are choosing Chrysler cars as a standard of good taste—as a symbol of genteel living.



THE
*Town and Country
4 Door Sedan*

To a well known fact—"You get the good things *first* from Chrysler"—let us add, that you also get the "smart things" *first* from Chrysler, as evidenced by the exclusive Chrysler Town & Country Model.

In this smart, decidedly and distinctively different car, Chrysler engineers and designers have scored another Chrysler First that has received public acceptance and acclaim comparable only to that given the first Chrysler car when it was introduced 23 years ago.



THE
Town and Country
Convertible Coupe

We should like to repeat—if you have never driven a Chrysler with gyl Fluid Drive, we cordially invite you to do so, because we believe it will be a unique and pleasant experience that you will enjoy thoroughly. It is so easy and simple. Five minutes behind the wheel, and you will feel right at home, and the longer and farther you drive the car, the more you will appreciate why owners are so loyal to their Chryslers—and why a Chrysler is the ideal car for you.



THE
Town and Country
Custom Club Coupe

Combining for the first time, the utility of the Station Wagon with the beauty of the conventional car, the Beautiful Chrysler Town & Country has the style and smartness of a custom-body creation.

The bodies are ruggedly built of white ash and mahogany panels bonded to plymetal plates—a superb example of fine coachwork and fine craftsmanship. The beautifully grained woods are in their natural colors, enhanced by rich, harmonizing colors on the hood and fenders—a combination of alluring beauty.

Specifications

The Chrysler Line includes 6 Models and 28 body types. These Models are the Royal; Windsor; Saratoga; New Yorker; Town & Country; and Crown Imperial.

Royal and Windsor are 121½ inches wheelbase; 210¾ inches overall length (8 Pass. Sedan 139½ inches wheelbase, 228¾ inches overall). Town & Country 6 Pass. Sedan 221¾ inches overall. Saratoga and New Yorker are 127½ inches wheelbase; 216¾ inches overall length. Town & Country Convertible Coupe 217½ inches overall. Crown Imperial is 145½ inches wheelbase and 254¾ inches overall length.

Royal and Windsor powered with 114-horsepower Chrysler Spitfire Engine—Bore 5-7/16", Stroke 4½", Piston Displacement 250.6 cubic inches. Saratoga, New Yorker, and Crown Imperial have 135-horsepower Spitfire Engines—Bore 5½", Stroke 4¾", Piston Displacement 323.5 cubic inches.

BODY STYLES

ROYAL—4-Door Sedan (6 Pass.); Luxury Brougham (2-Door 6 Pass.); Coupe (5 Pass.); Club Coupe (6 Pass.); 8-Passenger Sedan; 8-Passenger Limousine.

WINDSOR—Same body styles as Royal, plus the Convertible Coupe (6 Pass.).

SARATOGA—4-Door Sedan (6 Pass.); Luxury Brougham (2-Door 6 Pass.); Coupe (5 Pass.); Club Coupe (6 Pass.).

NEW YORKER—Same body styles as Saratoga, plus the Convertible Coupe (6 Pass.).

CROWN IMPERIAL—Sedan (8 Pass.) and Sedan Limousine (8 Pass.).

TOWN & COUNTRY—Convertible Coupe (6 Pass.) on New Yorker chassis; 4-Door Sedan (6 Pass.) available on Windsor chassis; Custom Club Coupe (6 Pass.) on New Yorker chassis.

BRAKES—All Models are equipped with Chrysler Safeguard Hydraulic Brakes with twin cylinders on front wheel brakes. Independent Parking Brake, located on a drum at rear of transmission. Hand operated.

TIRE SIZES—Royal and Windsor Models have 6.50 x 15" tires except 8 Passenger Sedan and Limousine, which have 7.00 x 15". Saratoga and New Yorker have 7.00 x 15" tires. Crown Imperial has 7.50 x 15".

WHEELS—Safety Rims, Steel Disc.

TANK CAPACITY—17 gallons. Royal and Windsor; 20 gallons all other Models.

ENGINEERING FEATURES—All Models—Chrysler Full-Flow Oil Filter; Aluminum Alloy, Plated Pistons; Rotor type Oil Pump; Superfinished Parts; Air-Cooled Generator; Independent Front Wheel Springing; Airplane type Hydraulic Shock Absorbers; Floating Power; Safety-Rim Wheels; Double Channel, Box-type Frame; Rubber Insulated Body Mountings; Plated Piston Rings; Ride Stabilizers, front and rear; Oil Bath Air Cleaners; Exhaust Valve Seat Inserts; Hand Brake Warning Signal; Safety Glass throughout; Directional Signal; and many others.

All Specifications subject to change without notice.

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CS-218—4-47 1936 U.S.A.

To raise and lower the Convertible Coupe top, you merely release the locking device and turn the Switch on Instrument Panel. The top folds back, quickly and compactly into a recess behind the rear seat.

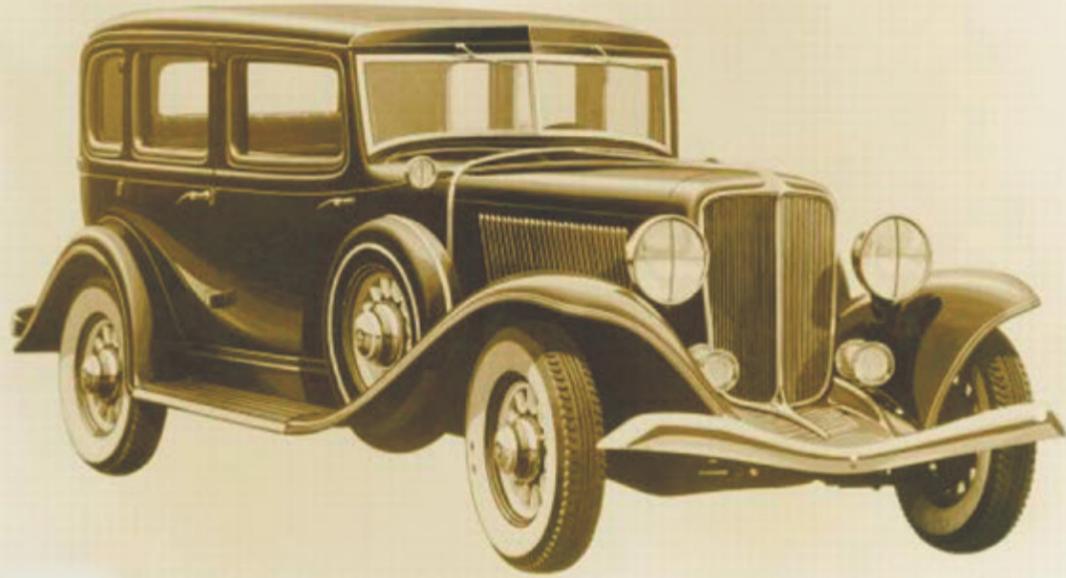
In the front compartment, Chrysler designers have provided everything for the comfort and convenience of the driver. Dials and gauges can be read at a glance—and everything is within easy reach.

The counter-balanced rear deck lid raises and lowers with little effort. Will remain open with no danger of it falling shut. Extra large storage compartment in the rear deck of all body styles.

Chrysler's luxurious Two-Tone interiors have been widely imitated, but never quite equalled for their rich beauty, smartness, and solid comfort. Available in Two-Tone Blue, Green, Maroon, and Tan.

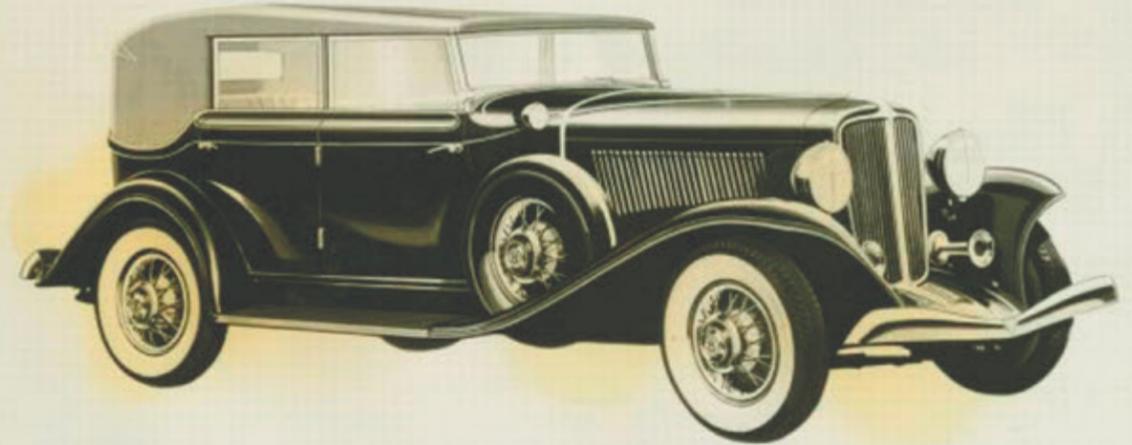
The Town & Country Sedan and Convertible Coupe have ample storage space to accommodate sufficient luggage for a prolonged cross country trip. Deck lid is counter-balanced as on all of the other Beautiful Chrysler Models.

Auburn



Side view of the new 5-passenger 12-165 Auburn Salon Sedan. An unusually luxurious and distinctive automobile. Powered with 12-cylinder 160-horsepower Lycoming engine, similar to the world famous engine which broke all speed records at Muroc Dry Lake from one to 500 miles recently. This distinctive car is built on 133-inch wheelbase, and contains such features as: Dual Ratio, new type "X-plus-A" chassis frame, improved L.G.S. free wheeling, silent and constant mesh transmission gears, air cushioned and rubber engine mounting. Note the distinctive treatment of this car throughout. Interiors are richly done in the finest broadcloth and specially designed hardware. Chrome plays an important part in the eye appeal of the car, being lavishly used throughout. Bodies are custom type, retaining the Auburn identity, yet individual in design. Speed in excess of any stock car.

Auburn



1933. Three-quarter front view of Auburn's new 1933 Salon 5-passenger Phaeton Sedan. No skimping, no building to a price on these big, luxurious models. One hundred twenty-seven inch wheelbase. Brand new throughout. V-type windshield, individual radiator design, beautifully curved all-metal rear quarter and rear end treatment. One hundred horsepower, Straight-Eight Lycoming engine coupled with Dual Ratio gives this car performance qualities that are unusual. Contains such features as Dual Ratio, new type "X-plus-A" chassis frame, silent and constant mesh transmission, L.G.S. improved free wheeling, Startix, 4-point rubber air cushioned engine mounting, automatic chassis lubrication, automatic hydraulic shock absorbers, 4-wheel hydraulic brakes.

ASK DAVE

Q: Dave, do you have a chart for general torque specs for SAE bolts in foot pounds?

A: Yes! And there are general torques for SAE Grade 2, 5 & 8 bolts. Always check your motors manual for exact torque values when critical, such as engine and drive train components. I use this for oil pan, valve cover, etc., applications~Dave

Diam & Thrds Per Inch	SUGGESTED ASSEMBLY TORQUE VALUES						WORKING TORQUE			
	SAE GRADE 2 -6"		SAE GRADE 5		SAE GRADE 8		18-8 SS	316 SS	BRASS	SILICON BRONZE
	Dry FT. LB.	LUB FT. LB.	Dry FT. LB.	LUB FT. LB.	Dry FT.LB.	LUB FT. LB.	IN LBS	IN LBS	IN LBS	IN LBS
1/4-20	5.5	4.2	8	6.3	12	9	75.2	78.8	61.5	68.6
1/4-28	6.3	4.7	10	7.2	14	10	94.0	99.0	77.0	87.0
5/16-18	11	8	17	13	24	18	132	138	107	123
5/16-24	12	9	19	14	27	20	142	147	116	131
3/8-16	20	15	30	23	45	35	236	247	192	219
3/8-24	23	17	35	25	50	35	259	271	212	240
7/16-14	32	24	50	35	70	50	376	393	317	349
7/16-20	36	27	55	40	80	60	400	418	327	371
1/2-13	50	35	75	55	110	80	517	542	422	480
1/2-20	55	40	85	65	120	90	541	565	443	502
9/16-12	70	55	110	80	150	110	682	713	558	632
9/16-18	80	60	120	90	170	130	752	787	615	697
5/8-11	100	75	150	110	210	160	1110	1160	907	1030
5/8-18	110	85	170	130	240	180	1244	1301	1016	1154
3/4-10	175	130	260	200	380	280	1530	1582	1249	1416
3/4-16	200	140	300	220	420	310	1490	1558	1220	1382
7/8-9	170	125	430	320	600	450	2328	2430	1905	2140
7/8-14	180	140	470	350	670	500	2318	2420	1895	2130
1-8	250	190	640	480	910	680	3440	3595	2815	3185
1-14	280	210	720	540	1020	760	3110	3250	2545	2885



Southern Wheels Shop Safety Tips ...with Wayne Smith



from Dependo Rent-all

OFTEN OVERLOOKED

Well, we could start a list of items we overlook on our cars, but we just want to cover brake lines today. I have first-hand experience of how it feels to tag the back end of the car in front of me when I lost the rear brakes on my '68 El Camino, due to a rusted-out brake line! Yes, it had a split master cylinder, but the front brakes weren't enough to do the job on wet pavement. This is something we generally don't think about.

Now, my friends in the north who have a lot of snow must have a shorter brake line life than we do here in the south. That salt they use on the roads has to be rough on everything under their cars.

Maybe it's time for us to check these important lines, as well as the flexible lines that go to the wheel cylinders. Not only do we need to be concerned about the outside of the lines, but the fluid can be contaminated with rust and scale that can damage the rubber seals in the master cylinder or the wheel cylinders and calipers.

One last thought: Be sure to use the recommended brake fluid for your vehicle, and don't mix types!

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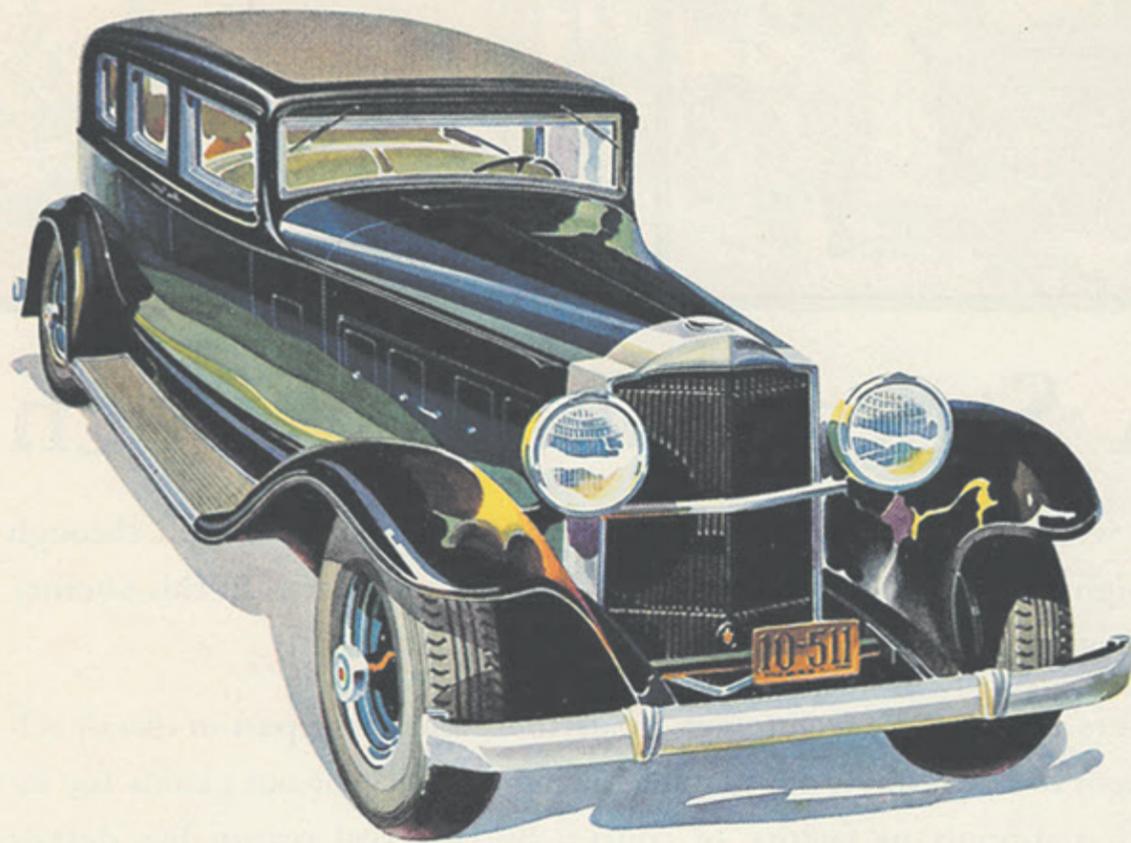
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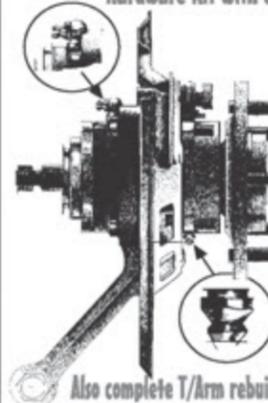
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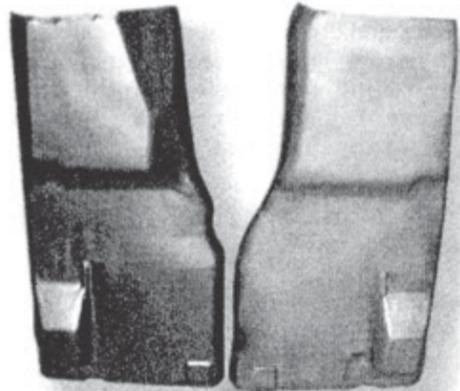
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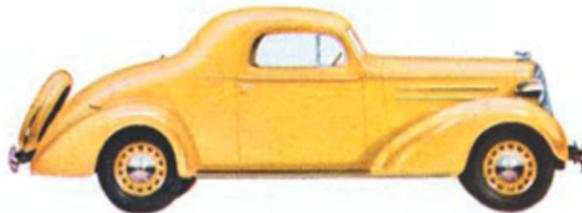
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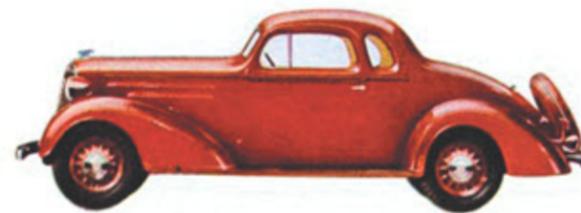
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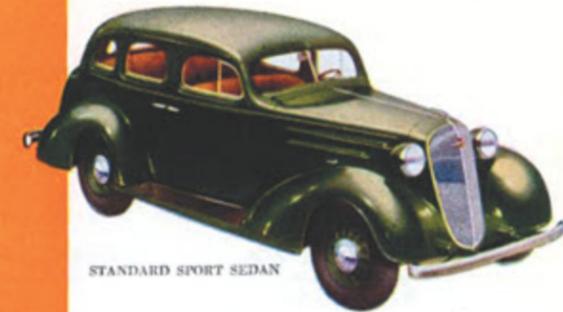
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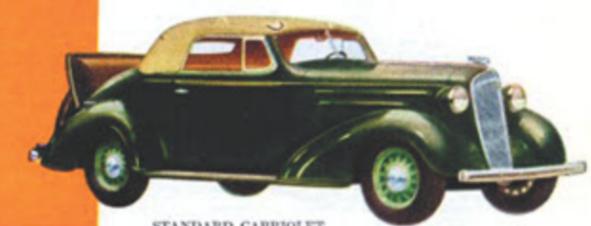
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